

Connections

February 2011

Major Striping Changes Part of New Five-Year Direction

by Melissa Black

Employees involved in striping projects are going to be busy starting March 1 getting our most heavily traveled roads striped by Memorial Day, just in time for



Shaun Schmitz

the busy summer travel season. Changes in MoDOT's striping policies are just one more way the department is working to reduce costs and improve productivity on Missouri roads.

"We took a long look at our striping policies and came up with some key changes to encourage the most practical approach to our operations," says Eileen Rackers, state Traffic engineer.

The biggest change in striping policy is that starting this year all major roads will be restriped each year prior to Memorial Day, unless it has a more durable marking like tape or epoxy with remaining life.

"The biggest reason for this is we want to keep a good visible stripe on our major roads," Rackers says. "By putting a fresh stripe on all our heaviest-traveled roads before Memorial Day, we know travelers will have the benefit of a good stripe earlier and for the entire traveling season."

Other changes will be necessary to make this striping happen. Besides the traditional striping crews already being used, signing and Maintenance employees will be needed to get the job done. All these employees will be working together for two crews per striper, ensuring that each striper is running at all times, that weather

permits. Employees will continue working together across regional lines to get the job done, rather than just in their own district, and will be sharing equipment and other resources whenever possible.

With less than three months to get all 5,000 miles of the major roadways restriped by Memorial Day, weather is a critical factor. Striping can only be performed when the pavement is clean and dry, and temperatures must be above freezing and the lower the humidity, the better the paint will dry and cure.

"Basically, if the weather is appropriate, then we want each of our 17 stripers running," Rackers says. "We have to take advantage of



Cathy Morrison

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MoDOT Employees Are Top in Charitable Giving for Four Years Running

by Kristi Jamison

In a sense, MoDOT has become the king of the hill among state agencies when it comes to charitable giving. Our generous employees gave \$202,682 in contributions for the 2011 Missouri State Employees Charitable Campaign, the highest total of all agencies for the fourth year in a row. Plus, MoDOT is the first and only state agency to contribute more than \$200,000 for two consecutive years in the 26-year history of the campaign.

Dawn Haslag, Jackie Kampeter, Jennifer Jorgensen and Danielle Thomas were co-



Cathy Morrison

District 8 was the district competition winner for the MSECC. Pictured here is (left to right) Jackie Kampeter, Danielle Thomas, District 8 Engineer Kirk Juranas, Sharon Needham, Carrie Fodge, Dawn Haslag and Jennifer Jorgensen.

chairs of the department's overall campaign. "Our great team of hard working coordinators and our generous employees made it all possible," Haslag said.

MoDOT raised \$187,629 in payroll deductions and one-time cash donations. Extra fundraising activities in the divisions and districts brought in another \$15,114.

As in past years, a friendly competition was held internally to encourage contributions. Winning was based upon the greatest per capita amounts raised in two categories, one between all districts and

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Director Kevin Keith visits D10 to talk about the future

Enforcement on the Island

by Sandra Hentges

Officer Scott Roach with the St. Louis County Police Department has a passion for keeping people alive. Sometimes his passion leads him to an uninhabited island, or more precisely a median island at an intersection near Melville High School.

Officer Roach knows that keeping your hands on the wheel and off of your cell phone can prevent a crash, and wearing your seat belt can save your life if you are in one. The state of Missouri has made it illegal to text and drive if you are 21 or under; and St. Louis County has passed an ordinance saying you can be pulled over and ticketed if you are not wearing your seat belt – at any age.

He says these laws are sometimes difficult to enforce from the comfort of his patrol car simply because you can't really see what is going on inside the vehicle of a passing motorist. He says people have taken to holding their cell

phones down low so you can't see what they are doing which makes texting and driving even more dangerous.

With all this in mind, on a recent week day, Officer Roach got out of his patrol car, and took an unassuming position on the island at the intersection of Lemay Ferry Road at Buckley Road in jeans and a hoodie. He had previously set up his plan with five officers in squad cars who were on the side of the road just ahead of him.

"Two thumbs on a keyboard is a dead giveaway," said Roach. But even then it's difficult to prove someone was texting. They can always use the excuse of checking voicemail or flipping through their contact list. "One young lady said she was texting her mom to tell her she would be calling her later," he said. "That is not worth causing an accident."

From his spot on the island, he radioed ahead to the squad cars a visual

description of the vehicles in which the drivers was breaking the law. In two hours, the officers had together written tickets for 35 seat belt violations and three texting while driving tickets.

"I decided it was time to do something different when I realized my own daughter is just 9 years away from driving," says Roach. "I won't be able to stand on that island very many times before people catch on to me. But then we'll come up with something new."



St. Louis County Police Department Officer Scott Roach stands with Meghan Carter, the affiliate executive director for MADD St. Louis.

State Rail Plan Needs Public Input

If you were charged with guiding Missouri's rail future, how would you spend your resources and what would you make a priority? A new online survey is giving citizens the chance to offer suggestions.

The survey, found on MoDOT's website at www.modot.org, is seeking information about rail services, challenges, opportunities, costs and benefits from the public's point of view.

The survey results, along with other information collected through public involvement activities, will be used to



help MoDOT create a comprehensive rail plan that will primarily focus on three general areas: freight rail development, passenger rail and highway/rail crossing safety.

Shaun Schmitz

Red Light, Red Light Please Turn Green

by Melissa Black

2 | New adaptive signal systems are helping reduce travel time, congestion and harmful emissions at several intersections around the state. MoDOT is testing this new approach to traffic management at locations in Lee's Summit, Columbia and Joplin.

"Uninterrupted traffic flow is a goal we strive to obtain when timing signals," said Julie Stotlemeyer, MoDOT traffic liaison engineer. "Adaptive signal systems are a tool to help us achieve that success."



Instead of a fixed timing plan, an adaptive signal system adjusts the timing of traffic lights in a corridor

Cathy Morrison

based on real-time information using cameras that count the number of vehicles at signalized intersections. Along the network, the cameras communicate with each other and automatically adjust the signal timing so traffic can clear the entire corridor without stopping.

Test results for the systems in Lee's Summit and Columbia show benefits to motorists and the environment alike. On average, travel times have been reduced by 20 percent; delays and stops have been reduced by 23 percent and 58 percent, respectively; and emissions have been cut by 16 percent.

MoDOT is using Lenexa, Kan.-based Rhythm Engineering's InSync system because it can plug into existing signal hardware. The most recent installation took place on Business Route 71 between Route TT and 36th Street in Joplin in October. Two other systems, which have been in place for a year or more, include a 2.5-mile stretch on

Route 291 between Interstate 470 and Route 50 in Lee's Summit and a 2.6-mile corridor in Columbia along Route AC, from Route 63 to Route 163.

"Overall we're pleased with the system in Columbia," says Matt Myers, MoDOT District 5 Traffic engineer. "We no longer have to implement different timing plans on Route AC to handle special events, like heavy traffic after MU Tigers football games, because the system makes decisions on its own."

The system is proving to be beneficial for MoDOT operations, as well. "In the past, this type of system was very labor intensive to maintain," says Tom Evans, District 4 Traffic engineer. "Now we no longer have to dedicate a person just to monitor traffic flow and prepare timing plans for this corridor."

Striping Changes

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every possible hour for striping." The department will be working with three less stripers this year.

On minor roads, MoDOT will focus on putting down a quality stripe that will last two years. Any striping efforts will need to be coordinated with pavement work on minor roads to be most efficient.

As part of the department's new Five-Year Direction, MoDOT is focusing on preserving the existing highway system. More practical operations and cost-saving measures are being implemented in many areas, including signing, striping, mowing and vegetation control, winter operations, and litter control, as well as reductions in personnel, fleet, and other areas. The savings from each of these areas will be redirected to achieving the Five Year Direction.

The complete list of all policy changes is available at http://epg.modot.org/index.php?title=Category:620_Pavement_Marking.

Missouri Highways and Transportation Commission

At the January meeting of the Missouri Highways and Transportation Commission, Commissioners adopted a mission statement that complements the department's mission statement. Their mission is to:

- Represent the citizens of Missouri pursuant to the constitution by providing independent and nonpartisan governance of the Missouri Department of transportation; and
- Establish policies, exercise oversight, and ensure accountability

in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

"We've worked through this process so that people can understand what we're all about," said Commission Chairman Rudy Farber. "This statement reflects the work we have been doing and defines our role as the Commission."



Missouri Highways and Transportation Commissioners (left to right) Kenneth H. Suelthaus, Grace M. Nichols, Vice Chairman David A. Gach, Chairman Rudolph E. Farber, Lloyd J. Carmichael, Stephen R. Miller.

More Commercial Motor Vehicle Drivers Are Buckling Up

The results of the 2010 Missouri Commercial Motor Vehicle Safety Belt Survey are in, and overall seat belt use rose from 73.4 percent in 2008 to 80.6 percent in 2010.

"The trucking industry has taken the lead in buckling up and encourages all Missouri citizens to join us in safety," said Tom Crawford, President of the Missouri Trucking Association.

Double trailer, bus and box trailer drivers showed the most improvement and double trailer drivers were most often buckled up. Dump truck drivers' seat belt usage was the lowest at 57.5 percent.

CMV drivers spend entire work days behind the wheel. With so much time

spent in their vehicle, it's important that they protect themselves by buckling up. Seven out of 10 Missourians killed in traffic crashes are unbuckled.

Federal motor carrier regulations make failure to use a seat belt a primary enforcement offense – meaning that an officer can pull a driver over for no other reason than the lack of belt use. A seat belt citation can be costly



Quite Frankly

Editor's Note: Quite Frankly is a new feature in Connections where Director Kevin Keith will periodically update you on major issues affecting MoDOT.

For several years we have been talking about "falling off the cliff" when it comes to transportation funding. We have fallen off that cliff. But, we knew this was coming.

Therefore, last March we implemented a five-year direction with the goal of keeping customer satisfaction high by implementing cost-saving measures that would allow us to put more money into roads and bridges. Through your hard work, we have done just that. We must, however, keep looking for ways to save money and be the right sized organization for a construction program that plummets from \$1.2 billion per year to as low as \$600 million per year.

During a recent meeting of MoDOT's district engineers and division heads, I asked a simple question, "What will MoDOT need to look like as we get smaller while still delivering services to taxpayers at the same (or better) level as we do now?" It is a simple question without simple answers.

MoDOT's senior leadership team spent a large part of the day debating this question and there is much more to discuss. I saw a productive first step in what will be an ongoing process to evolve MoDOT. You will be involved.



Is this what we want to be doing? Probably not. We would prefer to have adequate funding to deliver major construction projects that make our transportation system better and safer for all who use it.

Is this the right thing to do and what we must do? Absolutely. Even with adequate funding, we would need to be a streamlined efficient agency that is the right size to deliver for the people of Missouri. We will be that agency.

We will do this without layoffs. Any reductions in the number of MoDOT employees will continue to be through resignations, retirements or releasing poor performers.

I have full confidence in MoDOT leadership and all of you. MoDOT is the star of state government. You will keep us shining into the future.

Kevin

Charitable Campaign

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the other between the organizational wheels.

The district competition winner was District 8. Employees in the Springfield area raised \$20,063, or \$42.33 per capita. In Jefferson City, the Organizational Support wheel won, raising \$14,798, or \$106 per capita.

If there had been a prize for the largest increase in donations, District 5 would have won hands down. District Engineer Roger Schwartz challenged his employees to give in a unique way this year, which produced amazing results. The Central District more than doubled the amount of money raised last year, from \$7,200 to \$16,200. How did Schwartz inspire such generous contributions? He set a goal that, if met, would mean he would have to shave his head. Needless to say, employees went well above and beyond the goal and in December, Schwartz was sporting a new, much shorter hairdo.

Let it Snow

Winter weather isn't too keen on following a calendar. While many Missourians were excited about the prospect of a white Christmas for 2010, it meant a change of holiday plans for many MoDOT families.

"When it snows, you have to be there," said Clint Jones, senior maintenance worker for District 5. Jones has worked for MoDOT for eleven years and was plowing snow this year on Christmas Eve. While his daughters don't like him having to work over the holiday, they realize it's important.



"I tell them that I'm just helping more and more people get to their families more safely," said Jones.

On Dec. 24 and 25, there were 1,138 snowplow trucks activated. With multiple shifts needed to keep up, it meant more than 2,000 employees were plowing roads over the holiday.

"We can't control when it happens, but when it's snowing and sticking to the pavements, holiday or otherwise, we're out there," said Don Hillis, System Management director. "MoDOT crews are dedicated and do a tremendous job keeping Missourians safe on the roads."

Here are some nice comments received for the hard work of MoDOT crews:

I just wanted to say what an excellent job MODOT did on clearing the highways of snow and ice on Christmas Day. I drove from Cape Girardeau to St. Louis County on Christmas Day, the highways, including overpasses were totally clean. Thank you so much for all of your hard work. I appreciate it.
Wendy Metzinger, Cape Girardeau

I just wanted to thank all the MoDOT workers that worked Christmas Eve. I

realize they gave up their time with their families, so the rest of us could enjoy the holiday with ours. They did a great job. As someone that hosted 50+ family members at my house that evening, I was very appreciative that everyone could make it there and home safely. Thank you and Merry Christmas!
Customer, District 5

Thank You, Thank You!!!!...for the tremendous job you did of keeping I-70 between Columbia and St. Louis clear and safe today! It must have been a huge effort!! Just wanted you to know that we very much appreciated your

work! Merry Christmas to all!
Sarah Hopper, commenting on MoDOT's statewide facebook page

Wanted to thank you for the great job you did with the snow on Christmas Eve. It was such a help to so many people.

Glenn & Joyce Bogenpohl, St. Louis

Just want to commend your staff for the excellent job on making the roads

safe for Christmas. Our conversation at Christmas dinner was what a wonderful job MoDOT did. Thank you to all who helped to keep us safe.
Anna M Franke, Elsberry

I would like to thank all the road crews for their hard work on Christmas Eve clearing the streets, for we all could (enjoy) a great holiday! Great job!
Tom Eisenhart, commenting on the St. Louis facebook page

MoDOT Shares Snow Shoveling Secrets

Once should be enough when it comes to shoveling snow out of your driveway after a winter storm. Unfortunately, that snow can end up re-deposited across your driveway entrance when snowplows begin to clear your street. A MoDOT video illustrates a simple solution to help avoid a second round of shoveling.

Scooping snow about 10 feet away to the left of your driveway is the key. This leaves enough room for a snow plow clearing your street to deposit the excess snow in the free area you created, thus keeping your driveway entrance clear. See how it works at www.youtube.com/modotvideo.



The Employee Advisory Council is taking applications for the next term of members.

Applications will be accepted until March 1, 2011. If you would to like apply please visit <http://www.intranet/eac/membership.htm>.



February Service Anniversaries

| | | | |
|---------------------------|-----|---------------------|-----|
| 30 Years | | Lisa M. Kenley | D10 |
| Antonio Bryant | D4 | Pamela J. Harlan | CO |
| 25 Years | | Andrew C. Rothove | CO |
| Marion Spiers | D1 | Michelle L. Teel | CO |
| Edward R. Vaughn | D4 | Donald R. Schwartz | CO |
| Donald T. Cooper | D9 | Joshua E. Admire | CO |
| Donald A. Steelman | D9 | Gregory S. Wood | CO |
| William L. Goodman | D10 | Charles A. Stanford | CO |
| Dale M. Henderson | CO | 10 Years | |
| 20 Years | | Rodney J. Brejnik | D1 |
| Kenneth J. Walby | D4 | Lawrence J. Amidei | D2 |
| Michael W. Hodges | D8 | Heather Barrows | D4 |
| Amie D. Peters | CO | Marvin L. Wallace | D4 |
| 15 Years | | Randy L. Johnson | D4 |
| James L. Bosley | D1 | Leann R. Wollard | D4 |
| Robert L. Griffin | D1 | Brenda S. Aholt | D5 |
| Timothy R. Hibdon | D4 | Dennis H. Hoback | D5 |
| Jamale V. L. Wilcox | D4 | Randy L. McKinney | D6 |
| Chris A. Stuckenschneider | D5 | Melba L. Keller | D6 |
| Lauren N. Teson | D6 | Michael A. Bowman | D6 |
| Richard E. Bievenue | D6 | Paul M. Graham | D6 |
| Mitchell R. Huskey | D6 | Joyce E. Shaw | D7 |
| Galen M. Steuck | D7 | Paula A. Hess | D8 |
| Charlie R. Peterson | D8 | Bradley R. Gott | D8 |
| Cecil L. Hyde | D8 | Nikki R. Knight | D9 |
| Mark A. Mais | D8 | Lisa A. Camden | D10 |
| | | Cheryl L. Hollis | CO |

| | |
|--------------------|----|
| Melissa A. Stuedle | CO |
| Dana L. Kaiser | CO |
| Amy R. Rugen | CO |
| Sherrie J. Turley | CO |
| Sandra J. Hentges | CO |
| James F. Whaley | CO |

| | |
|---------------------|-----|
| 5 Years | |
| Aaron B. Peck | D2 |
| Aaron D. McVicker | D2 |
| Raefael E. Crider | D3 |
| Lydia B. Brownell | D3 |
| Douglas B. Mahsman | D3 |
| Kenneth R. Weathers | D3 |
| Donald Dunn | D4 |
| Mark A. Swafford | D4 |
| Gerald W. Loges | D4 |
| Juan P. Guillen | D5 |
| Ryan M. Lazier | D6 |
| Jason M. Balestreri | D6 |
| Betty A. Andrews | D7 |
| Billy E. Guerin | D8 |
| Justin R. Penrose | D8 |
| Brent E. Swan | D10 |
| Richard W. Eggers | D10 |
| Timothy D. Leaf | CO |
| Amy R. Glover | CO |
| Dennis J. Finke | CO |

| | |
|--------------------|----|
| Beverly J. Coleman | CO |
| Kelly J. Roth | CO |
| Jerome F. Golson | CO |

December Retirements

| Name | Location | Years of Service |
|----------------|----------|------------------|
| Merlin Hagan | D1 | 24 |
| Billie Clapp | D2 | 27 |
| Robert Rowan | D4 | 31 |
| Edward Nichols | CO | 29 |

In Memoriam

| | | |
|------------------------|-----|---------|
| Active | | |
| Darrel E. Peebles | D8 | Dec. 20 |
| Retirees | | |
| Telfor "Harry" Moran | D1 | Dec. 7 |
| James W. Zumwalt | D4 | Dec. 7 |
| Bobby "Bob" G. Bone | D10 | Dec. 12 |
| Jimmie D. Shepherd | D8 | Dec. 13 |
| Philip I. Davis | D8 | Dec. 15 |
| James G. Martin | D6 | Dec. 15 |
| Hossaingholi Houshmand | CO | Dec. 25 |
| Robert "Bob" W. Frock | D2 | Dec. 27 |



Central Office

e-Phit Helps Employees Gain Weight in the Wallet

by DeAnne Rickabaugh

Getting fit should be its own reward. Really. We know this. But there's a Coventry benefit that helps prod MoDOT folks to action – e-Phit. It's an Internet-based record-keeping and motivational system that helps employees track their exercise and other health efforts.

e-Phit helps you motivate yourself to adopt a healthy lifestyle. You track your exercise and weight management efforts by visiting the website for just a few minutes a day, either at work or from home. And here's the great news – even the “little stuff” counts! Did you spend 10 minutes washing dishes, walking the dog or picking up the house? Just like in real life, it counts toward your fitness measures.

Monitoring your chart of progress is cool and you'll soon experience the rewards of a healthy way of life. But there's another motivating aspect to e-Phit. You can earn points toward rewards. And the rewards are more than you might expect. We're talking gift cards, exercise equipment – stuff with real value. Use e-Phit consistently for an entire year and you can earn enough points to trade for a \$125 gift card.

Then there are the drawings. Participants who reach a minimum point level by consistently updating their accounts are automatically entered in statewide drawings for some great prizes. MoDOT folks tend to be extra lucky there – we've had a half-dozen winners out of all statewide participants!

Angie Bonnot of Motor Carrier Services learned she was the first drawing winner from Central Office when Jeff Padgett surprised her with a \$100 Target gift card. She used e-Phit as part of her wellness program last year, reached her goal weight and now tracks her maintenance effort.

Bonnot encourages use of the program, “It's free money for a few minutes of data entry. I report the time I spend on my elliptical machine, walking the dog and riding bikes with my daughter. I feel great and the gift cards I earned really come in handy.”

Visit the Benefits intranet page ([www/intranet/eb/](http://www.intranet/eb/)) and log into Coventry's online services. Have your insurance card handy if you're registering for the first time. Find e-Phit in the Wellness Tools.



Cathy Morrison

Angie Bonnot receives a \$100 Target gift card from Jeff Padgett, director of Risk and Benefits Management, during a surprise gathering at Motor Carrier Services.

for more info

Connections Editor
Phone
E-mail

105 W. Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Laura Holloway
573.751.5985
laura.holloway@modot.mo.gov

Pledging to Drive Sober

More than 2,700 people have pledged to Drive Clear in the New Year.

During the first week of January, Central Office facilitated a contest sponsored by MFA Oil / Break Time where participants were asked to make sober driving part of their New Year's resolutions. Contestants took an online quiz at www.modot.org about the dangers of impaired driving and pledged to drive sober in 2011. Each entry was eligible for one of four \$20 gas cards from MFA Oil/Break Time.

Winners were David Hutchings, High Ridge; Tammy Bradshaw, Quincy, Ill.; Dorothy Griffith, Overland; and Lorna Baxter, Columbia.

The sobering fact is that impaired driving contributes to 30 percent of all Missouri traffic fatalities. In 2009, 281 people were killed and 1,141 seriously injured in crashes involving an impaired driver.



MEE Zone on Sharepoint

Employees can now visit the MoDOT Employee Enrichment Zone on SharePoint. Look for articles, newsletters and activities going on that may provide you with an opportunity for more work/life balance. You can also view various newsletters covering a variety of topics from healthy eating tips to Alzheimer's Awareness Month.

“This page is not intended to replace the MEE Zone website, but to complement the website,” said Ashley Halford, senior Human Resources specialist and MEE Zone coordinator.

The MEE Zone provides total work-life support that links employees to a variety of tools and resources to help them better manage the balancing of their personal and professional lives. Helping employees manage their personal and professional obligations enables them to contribute their best efforts to help MoDOT achieve its strategic goals.

A blog is also available through the SharePoint page. Learn more at <http://sharepoint/facilitation/HR/admin/meezone/default.aspx>.

5



D1

Northwest

Building Bridges

by Holly Murphy

In 2010, the Northwest District witnessed a busy bridge construction year. But, 2011 will see construction numbers of 2010 surpassed. Last year in the district 36 bridges were built under the Safe & Sound Bridge program. In 2010, in Harrison County alone, 20 bridges were built. This county will receive 25 new bridges under the SAS program which is more than any other county in the state of Missouri. The community endured numerous road closures throughout the last year. Residents in the county were kept informed of the bridge construction in their community through weekly bridge closing updates and post cards mailed directly to their homes. In 2011, 82 bridges could be built in Northwest Missouri, which would be a record-breaking construction season. KTU Constructors initial schedules reflect that some construction could begin in some counties as early as February. The massive amount of construction will present coordination challenges with multiple closures in numerous counties. The true benefit of the SAS program will be 155 new bridges in the district.

Construction on the new Missouri River Bridge at Brownville, Neb. is currently in the third year. Work began in Sept. 2009 and is currently in Stage 2 construction. The majority of the steel repairs have been completed and the new westbound concrete deck has been placed as well as some of the eastbound concrete deck. The 2011 season work will include pouring the new concrete deck on the truss span over the river in the eastbound lane, and placing barrier curb on the south side of the bridge. Due to the additional steel repairs, painting may continue into 2012. Another major bridge project currently ongoing is the Missouri River bridge at Atchison, Kan. The new Amelia Earhart Memorial Bridge will be a four-lane, tied arch structure that will stretch nearly 2,500 feet. It will be recognized by double steel arches on the main river span. It will replace the existing two-lane structure, which was completed in 1938 and is too narrow to handle some of today's larger truck loads and farm implements. The new bridge is scheduled to be completed in the fall of 2011.



Travis Jenkins

The picture above was taken at the Brownville Bridge project. The barge and cranes in the picture were used for the lower lateral bracing repair on the truss over the Missouri River.



Jon Morrow

The bridge construction has continued throughout the winter on the Amelia Earhart bridge in Atchison, Kan. The picture above was taken on Jan. 4. Cold temperatures and inclement weather have only impacted construction minimally.

Retirees Take 155 Years Of Expertise With Them

by Holly Murphy

On Jan. 1, six Northwest District employees retired. The combined service of the six employees totaled 155 years. Retirement receptions were held for each of them in December.

6



Julie Blaine



Jeff King

Maurice Craig, maintenance supervisor at Bethany, retired with 26 years of service.

Jim Defreeze, maintenance crew leader at Maryville, celebrated 12 years of service with his granddaughter.

Carl Carder, intermediate construction inspector, retired with 27 years. His wife, two daughters and two granddaughters joined him on his last day.



Holly Murphy



Raymond Gebhardt

Mike Logan, maintenance crew leader, was joined by his wife and son during his retirement farewell at the Clearmont building. Logan retired with 33 years of service.

Alan Maddox, maintenance supervisor, (left) and Bill Estes, maintenance crew leader, (right) both retired from the Gallatin building on Jan. 1. Maddox retired with 32 years. Estes had 25 years of service.



Chris Baker

for more info

Community Relations Manager
Phone
E-mail

3602 N. Belt Highway
St. Joseph, MO 64506-1399

Elaine Justus
816.387.2353
margaret.justus@modot.mo.gov

D2

North Central

Final Two Cost Share Projects of 2010

by Tammy Wallace

Additional upgrades through a cost share project became part of the 2010 corridor improvements to Route 65 from the Iowa line to Chillicothe. The cost share agreement between-

structed turning lanes off of Route 65 and a connector to the entrance of the new Barton Campus Agriculture Facility and new hospital in Trenton.

The upgrades to the entrances of these new facilities will provide convenience and added safety to this developing area.

A second cost share project between MoDOT and the city of Marshall replaced an old railroad bridge and the bridge over Salt Fork on Old Route 240.

Before the work began the railroad bridge had been closed for a year and the river bridge

was structurally deficient.

Keeping the bridge open was a big plus for this community.



Above, the new connector and turning lanes add safety to a developing area in Trenton. Below, despite the freezing drizzle and cold temperatures, the crowd gathered to celebrate in Marshall.



MoDOT, the City of Trenton, Grundy County Commission, Trenton Township, North Central Missouri College and Wright Memorial Hospital con-

Twice is Nice



Presenting the big bucks (left to right): Mike McGrath, Junior McCoy, Milton Wright, Kevin Mullins and Don Hillis.

For the second year in a row district employees from the Marshall area presented Systems Management Director Don Hillis with a donation to the Fallen Worker Memorial Fund.

For several years the group has been holding an annual golf tournament to

raise money for the district's Employee Fund. For the past two years they have shared those proceeds with the Fallen Worker Memorial.

This year's donation netted \$645 to the memorial.

for more info

Community Relations Manager
Phone
E-mail
Route 63
P.O. Box 8
Macon, MO 63552

Tammy Wallace
660.385.8209
Tammy.Wallace@modot.mo.gov

Planning for Success

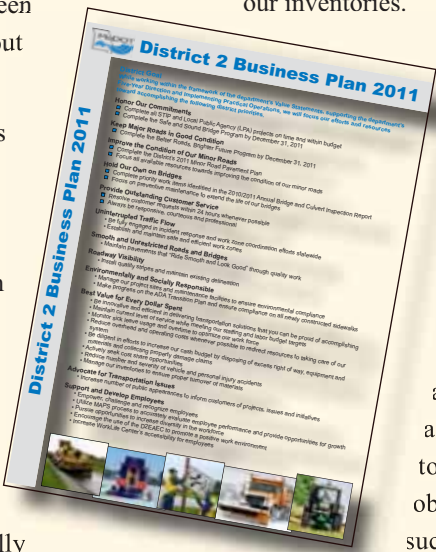
by Dan Niec

Another year has begun and the 2011 Business Plan has been distributed throughout the district.

Some of the changes in this year's plan include - supporting the department's Five-Year Direction and Practical Operations, placing an even greater emphasis on work quality and work zone safety, being environmentally

and socially responsible and managing our inventories.

The plan is the district's direction for the year, so it is important that we ensure that every employee is familiar with our goals and priorities, and know that we all need to work together to meet these objectives and be successful.



Grundy Route A Update



Under an emergency contract, replacing the Grundy Route A Bridge began in December. The bridge closed to traffic last September when high water washed away one of the large concrete center piers of the bridge.

The new structure has been designed to eliminate the need for a pier in the center of the river, minimizing future problems with high water and drift buildups.

The contractor, Phillips, Grading & Construction, has removed the old structure and installed three of the four 56-foot-deep drilled shafts (concrete columns drilled into the ground). Phillips is working with a very aggressive work schedule, to open the bridge to traffic by March 31.

How to Save a Million

by Tammy Wallace

How do you save a million dollars? Well it may not be easy but it can be done, and with a fairly simple idea: use what you already have. That's the strategy a team of district employees used to save a million dollars by limiting new purchases and reducing our current inventory at the same time.

A team, lead by Asst. District Engineer Kevin James, decided to get serious about excess inventory management.

First the team documented all inventory in the district to update the excess inventory list. Once the list was updated, the swapping and trading began. If a supervisor needed something, they

fact that we even began swapping and trading with other districts. The result, one million dollars saved in less than one year.

Team members Steven Pike and Teresa Farmer said this could not have been accomplished without the help and support of everyone in the district.

Annual reviews will be conducted to make sure we are maintaining the right-sized inventory for our district and to monitor the dollars we are saving with this process. New Tracker measures will help monitor our progress.

So, what do we do with all that money? Put it towards our minor road plan, of

course. Every dollar we save, whether through inventory management or other cost saving measures, will be put towards improving our minor roads or maintaining our system. That is a great WOW for our district.



Sharing inventory means more money for pavements.

contacted Business and Benefits to see if the items could be located within the district rather than purchasing new.

The system worked great, so well in

Inventory Management Team: Kevin James, Steven Pike, Teresa Farmer, Mike McGrath, Phil Sandifer, Joey Hinton, Bill Noyes, Travis Wombwell

D3

Northeast

Oldest Building is Now History

Built in 1932, the old brick maintenance building at New Florence is gone. The building was originally a part of District 5's area, and became part of the Northeast District in the late 80s.

Lambert Gruenloh, who started in 1973 at Williamsburg, did the dirtwork for the new building, then transferred there after it was complete. "The building was known as 'the dungeon' because of its bad floors...you couldn't move anything on rollers across the floor because of all the cracks in it," he remembers. "It was dark and difficult to see inside," he said. "During the winter, there was a 2' frost line on the back wall and snow blew in through the windows....it was cold!" he added. Another issue was the small doors. "The facility was built before we started using large equipment; the doors were too small to get the equipment inside, so we had to do the maintenance outside," he recalled.

MoDOT retiree Johnnie Brooks agreed with Lambert's assessment of the old

building ... cold and dark with small doors. Brooks began his career with MoDOT in 1968 when Paul Workman was area supervisor. He told a story of the day Workman moved a loader from New Florence to Montgomery City on a tandem. After knocking over a gas pump at New Florence, he went on to take out some power lines in Montgomery City. Brooks said the only thing the Montgomery City crew accomplished that day was following Workman around and fixing what he had broken.

The new maintenance facility was built in 1999 and is located on the outer road of I-70 at Route 19 near New Florence.



One of the oldest maintenance facilities in the state was taken down last fall in New Florence.

Supervisors Spared "Walking the Plank"



Communication is a key element to good leadership and management skills, as learned at the most recent supervisor development training.

Using the analogy of how pirates were successfully recruited several thousand years ago, Steve Eiffert, educator, incorporated leadership and commitment into the most recent development series for MoDOT supervisors. "There was decision making among the ranks of pirates, and Steve shared that in relation to our current leadership philosophy," said MoDOT Northeast District Engineer Paula Gough.

At least once a year, Northeast District supervisors attend leadership training, in addition to quarterly meetings.

for more info

Community Relations Manager
Phone
E-mail
Route 61 South
P.O. Box 1067
Hannibal, MO 63401

Marisa Brown-Ellison
573.248.2502
marisa.ellison@modot.mo.gov

Around the District



Ol' man winter played Santa on Christmas Eve and delivered a large white package to northeast Missouri. The snow was a 'pretty package,' but it kept crews busy most of the holiday weekend. Randy Inlow, Frankford maintenance, is pictured above clearing Route 61.



The second week of December, communities throughout northeast Missouri designated a Buckle Up Day to help remind everyone to wear their seat belts. (Above left) The students at Knox County High School boarded a bus and went to downtown Edina where they painted windows and put on ribbons. The students also handed out coloring pages to elementary students. Coordinator Cindy Bliem-Sharp said it was fun. (Above right) City of Hannibal Clerk Angel Vance, Deputy Clerk Rebecca Graves and Finance Director Doug Warren wore green ribbons and hung posters throughout city hall.



Palmyra High school sophomore Megan Hooper (left) was the November Drivin' Clean at 16 gas card winner. The Drivin' Clean program mails a birthday package to soon-to-be 16 year olds in northeast Missouri. The package contains fun items that remind them to Arrive Alive, as well as beneficial information about safe driving. Megan is pictured with the Blueprint Outreach Coordinator Stephanie Schneider.



Rhonda Stevenson, risk management, received a High Achiever Award last month for processing a large number of claims in a short amount of time.



Tanya Carlisle, right of way, visits with an interested citizen during a sporting event at the local high school about one of the roads that will close to replace a bridge south of Center. Communication efforts are underway about the 40 bridges that will be repaired or replaced this year in northeast Missouri under the Safe and Sound Bridge Program.

D4

Kansas City Area

D4 and the Not-So Undercover Boss

Beth Wright, D4 District Engineer, has been making an appearance across the district, working as the “not-so undercover boss,” while performing job duties in the field to get a feel for what employees do. Her first duty, working with the lighting crew, was an experience she will not soon forget. This is Beth’s experience:

“Prior to going to the field, I received fall protection training on Nov. 16, which helped me understand the risks involved in working above the ground. I had not thought through the fact that while the safety harness saves your head and body from hitting the ground it can also be an issue if you were left suspended in your gear too long. I have a much greater appreciation for all of the steps that need to be taken by all that do work above the ground. It takes planning and preparation to do your work safely and to be prepared to rescue someone that may actually have a fall in a protective harness.

On a cool, damp and breezy Nov. 24, I gathered my personal protective equipment and new insulated coveralls and went to the Lighting crew to work. That day we replaced luminary bulbs, a luminary head and restored power to the lights for the

spreader racks and brine tanks at the 87th Street building. I learned that the Lighting Crew does specialized work in often-difficult conditions. The weather is much different 45 feet high than it is at ground level. The cold wind feels like it blows harder and sharper than near the ground. I was out on a 35 degree day and tried to imagine working at 5 degrees or 100 degrees with frozen or scorching hot metal poles and equipment.

I learned that the lighting folks are great problem solvers. They don’t need to do Suduko or the Crossword puzzle to keep their minds sharp. They solve puzzles everyday. The reason a light is out is not always readily apparent. They have to use their knowledge of electricity and circuits to determine the reason a light is not working and it isn’t always obvious.

I better understood the impact of the

staff reduction to the Lighting Crews activities. They are down 3 people and are trying to balance safety, timely response to customer concerns and planned work activities.

During the day I was reminded that weather and water is the enemy of everything we maintain. I didn’t realize how often lightning strikes our light poles and the damage it can do. I have a greater appreciation for the randomness of the impact and the extra work it creates for those that maintain these systems.

Thank you to everyone for putting up with me that day. Your work



This is an example of the work Beth performed while extending more than 45 feet in the air. Her experiences don’t stop here, as she will be completing other tasks across the district in the future.

definitely makes a difference for our customers, both internal and external. Good lighting improves the safety of our system.”

Visit D4’s intranet site to read more about Beth’s experiences in the field.



D4 Says Goodbye

D4 says goodbye to a familiar face of MoDOT. Jackie Davis, former D4 Customer Service Manager retires after 36 years with MoDOT. Perhaps you have seen her face before. Davis’s smile can be seen on several pieces of information including the “Contact

Us” tab on our internet site. Surrounded by her friends and family, she gave a tearful farewell to her MoDOT family. Her plans? To spend more time with her family, mostly spoiling her grandchildren.



for more info

Community Relations Manager Kristy Hill
Phone 816.607.2153
E-mail kristy.hill@modot.mo.gov

600 NE Colbern Road
Lee’s Summit, MO 64086



The ladies of Customer Service presented Davis with memories to take with her during a farewell celebration last year.

D5

Central

Design Team Makes Start of Route 242 Possible

by Holly Dentner

As state and local officials celebrated the start of a highway project at the Lake of the Ozarks, Central District design employees had their own reason to be proud.

The groundbreaking ceremony was held on Jan. 18 for Route 242, the new four-lane highway connecting U.S. 54 in Miller County to the Lake of the Ozarks Community Bridge on Route MM in Camden County. The new highway will be approximately two miles long with a raised center median and an eight-foot-wide sidewalk on the north side of the roadway.

The ceremony doesn't only mark the beginning of construction on a much-needed and beneficial project for the Lake Area. It also means the end of



Shaun Schmitz

Grading and excavation equipment from Bloomsdale Excavating, Inc., the contractor for the project, was ready and waiting to begin construction.

three months of hard work by district design employees, who completed all the plans for the Route 242 project in record time.

The stage was set last June, when Gov. Jay Nixon announced that agreements had been signed and funding was in place to build the new highway. By August, MoDOT had determined the goal was to add the project to the Decem-

ber 2010 bid letting, which meant that design work would be done in-house, and it would have to be complete by October.

"Three months is a very short time frame for a job like this," said Transportation Project Manager Jason



Shaun Schmitz

About 80 people attended the groundbreaking ceremony, which took place on a parking lot overlooking the construction site.

Vanderfeltz. "Usually it would take over a year, and it's a testament to the design team's talent and dedication that they could finish the work the way they did."

Not only did they finish the project on time, the ten employees assigned to the work accumulated no overtime during that three-month period.

"Each person on the team had their own portion of the project, their own responsibility," said Vanderfeltz. "It was like each one had a piece of the puzzle and everything fit together perfectly."

Right of way employees were also part of the project's success, because they worked quickly to acquire the neces-

sary properties and helped keep the project design on schedule.

Transportation Project Designer Robert Jany led the design squad, and Senior Highway Designer Ryan Libbert was the lead designer. The design team also included Senior Highway Designers Nikolas Schaffner, Jeannie Hoff, Bryan Gregory and Jerry Nilges; Intermediate Highway Designer Todd Haverstic; and Senior Design Technicians Elizabeth Berhorst, Cindy Kremer, and Allen Wilson.

Funding for the \$8.3 million project comes from the Missouri Department of Economic Development and MoDOT.

Roundabout Opens in Fulton

Motorists are making the loop through a brand new roundabout in Fulton, a first for the city.

MoDOT opened the roundabout on Dec. 17, 2010, after a ribbon-cutting ceremony that drew nearly 75 people to the new intersection, located at Business Route 54 and Second Street.

The project originated when the City of Fulton approached MoDOT because large trucks were having difficulty making turns at the intersection. There

simply wasn't enough room for them to easily and safely maneuver through the confined area.

There were also two very old bridges at the intersection, over Stinson Creek. The new roundabout increased the turning radius so large vehicles can make it through safely, and replaced the bridges with a box culvert.

The roundabout project cost \$1.7 million to construct, with the city contributing a portion of the costs.



Cathy Morrison

Assistant District Engineer Eric Schroeter joined state and local officials to cut the ribbon for the new roundabout.

for more info

Community Relations Manager Kristin Gerber
Phone 573.522.3375
E-mail kristin.gerber@modot.mo.gov

1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102

Safety Improvements Proposed at U.S. 54 Intersections in Cole County

by Holly Dentner

The Central District teamed with MoDOT's highway safety division to host a public hearing on Jan. 6 to discuss proposed intersection improvements along U.S. 54 in Cole County.

A statewide study of highway intersections found this portion of U.S. 54 to be the third worst for fatal and severe injury crashes at intersections. Many of the crashes that occur involve vehicles from the adjacent roadways pulling into the path of vehicles on the highway.

The project team worked with a local advisory committee to determine what options were possible to reduce these types of crashes.

Of the 23 intersections along the 17-mile stretch of highway, MoDOT has proposed changes to seven areas, affecting 11 intersections.

"We've proposed adding acceleration and deceleration lanes to many of the intersections," said Transportation Project Manager Trent Brooks. "These lanes will give vehicles a chance to safely enter or exit the highway."

MoDOT also adjusted access to the highway by relocating entrances and adding j-turns. Instead of a traditional median crossover intersection, j-turns require drivers to turn right in the same direction traffic is moving, merge into the left lane, and then make a left turn

to get back around and head in the other direction or "cross" the highway.

"J-turns are relatively new for Missouri, and we understand that driving them will take some getting used to," said Brooks. "But they greatly reduce the chance of severe or fatal 'right-angle' crashes, which will help us meet our goal of improving safety."

Over 120 people attended the public hearing to learn about the proposed changes. MoDOT will now review their suggestions and comments and prepare the proposal for the Missouri Highways and Transportation Commission. If approved, construction could begin in summer 2011.

Funding for the improvements comes from federal safety funding and would cost approximately \$5 million.



Cynthia Koch

District Design Engineer Steve Engelbrecht reviews a project map with one of the public hearing attendees.

D6

St. Louis Area

MRB Team, Contractor Still Offer Monthly Public Tours

The Mississippi River Bridge team and its main span contractor, the Massman Traylor Alberici joint venture will continue to offer monthly public tours of the Mississippi River Bridge main span project until the work is completed.

Up to 25 people can participate in the two tours each month. The hour and a half long tours take place on the final Friday of each month at 12:30 and 2

p.m. The first tour began Oct. 29, 2010.

Tour attendees need to dress appropriately, to include long pants and closed-toed shoes, and will be expected to walk about a mile as part of the tour. Attendees must be at least 12 years old, and will have to sign a waiver (a parent or guardian must sign the waiver for attendees under 18 years old). The MRB team will provide other



The first tour group held in October 2010.



One of the first St. Louis residents to get the opportunity to see the construction on the Mississippi River Bridge.

safety gear needed to participate in the tour.

“This is a good opportunity for people to see the on-going activities on the river as part of building the main span for the new bridge,” said Greg Horn, P.E., project director for the New Mississippi River Bridge. “We have to limit tours though to minimize the impact to our contractor team and to ongoing construction.”

MRB team plans to offer limited tours for employees this Spring. Reservations for the tours are required and may be canceled due to the river levels or to construction activities. There will be more information on



District 6 Awarded for Diversity Advocacy in Construction

District 6 recently received awards for best practices in the construction industry by the St. Louis Council of Construction Consumers. This organization represents owners who are major buyers of construction in the St. Louis region. SLCCC provides leadership to improve value, quality and safety in the delivery of capital facilities and maintenance by the St. Louis design and construction industry.

District 6 was recognized as the Organization of the Year for a public owner for pursuing multiple strategies to achieve diversity, both in the use of diversity for contracting and for seeking to employ a diverse work force. We encouraged use of disadvantaged businesses through development assistance, coaching and providing professional consultation for business practices. For work force, MoDOT initiatives included diversity recruitment through career fairs, requirements for minority participation in pre-apprentice training and a training academy to develop leadership skills for those who want to move up in the organization.

On the I-64 reconstruction project, MoDOT exceeded the 16 percent goal for use of disadvantaged business enterprise by achieving 19.3 percent representing \$73 million with 79 companies. For work force, MoDOT exceeded the

federal 14.7 percent goal for minority participation by having a work force composed of 19.8 percent minority workers, as well as meeting the goal for



Shirlyn Myles

women in the work force.

Shirlyn Myles, MoDOT community liaison, also received an award for establishing the partnerships between MoDOT and the St. Louis region, particularly minorities, women and special interest groups. She provides orientation and guidance for individuals and companies for employment and business opportunities with MoDOT, and coordinates outreach to organizations and state and local agencies.

Congratulations on a job well done in being a great example of best practices in the construction industry.

Help Save Lives by Donating Blood

There is currently a critical blood shortage and the Mississippi Regional Valley Blood Center is issuing an urgent request for blood donations to be sent to St. Louis area hospitals. National and local blood inventory levels have dropped well below a safe and adequate supply.

Mississippi Valley is requesting that all eligible people donate blood and is particularly interested in collecting type O, type A-negative and type B-negative, which are the blood types currently suffering the greatest shortage.

MoDOT's blood drive will take place Feb. 9 from 9 a.m. to 2 p.m. at the MoDOT District 6 Office, located at 1590 Woodlake Drive, Chesterfield, Mo., 63017. Please take the time to donate. Mississippi Valley needs MoDOT's help and we need to reach our donor

goal of 50 blood donations.

For more information about this upcoming blood drive and to schedule an appointment, please contact Kara Price, District 6 Community Relations, at 314-453-1810 or Kara.Price@modot.mo.gov. Walk-Ins are Welcome! For more information about donating blood, visit www.bloodcenter.org.

MVRBC is the exclusive provider of blood products and services to 75 hospitals in Illinois, Iowa, Missouri and Wisconsin. The Blood Center's headquarters is in Davenport, Iowa, where MVRBC's testing, processing and primary distribution center handles more than 240,000 units of blood components each year.

for more info

Community Relations Manager Marie Elliott
Phone 314.453.1807
Email marie.elliott@modot.mo.gov

1590 Woodlake Drive
Chesterfield, MO 63017



Mississippi Valley
REGIONAL BLOOD CENTER
How Life Flows Through Our Community®

D7

Southwest

Emergency Watershed Program Saves Route H in McDonald County

by Wendy Brunner-Lewis and Charlie Rahm, USDA

Each time it rained hard on Route H two miles west of Pineville in McDonald County, the bank of the Elk River was eroding to the point of extreme instability.

“It was at the point where we were about to lose the road into the river,” said Resident Engineer Steve Campbell.

MoDOT teamed up with the United State Department of Agriculture’s Natural Resources Conservation Service to design a project to rebuild and stabilize the bank. NRCS provided the technical assistance to design the project and 75 percent of the cost of materials and labor, with MoDOT contributing 25 percent and administration of the contract.

“We built a new slope from the roadway to the river, with a rock bench that starts at the water line and extends 10 feet into the river,” said Harold Deckerd, an NRCS assistant state conservationist of water resources. “Then there is another underwater slope that extends from the bench another 30 feet out into the river channel.”

NRCS district conservationist Lynn



Jenkins said the amount of soil eroding from the stream bank was adversely affecting water quality in the river and its watershed. He said the improvements made the area aesthetically pleasing and created a good fish habitat.

The first test for the improvements came just four days after the project was complete. The area around the road flooded, but water never got onto the roadway, and there was no damage to the new rock-lined bank.

“Once the water went down,” said Campbell, “the only evidence of the flood were a few logs lying around on the new rock we’d installed.”

“Without the repairs, one lane of the highway likely would have been gone after that flood,” said Deckerd.

NRCS State Conservationist J.R. Flores said the Emergency Watershed Program can be implemented quickly in response to problems caused by natural events.

“This is a good example of what we can do by working cooperatively with local sponsors,” Flores said. “A project like this helps so many people.”

Out With the Old, In With the New



Southwest District Signing crew members took advantage of recent good weather to replace a worn-out overhead sign on Route 249 in Jasper County.

for more info

Community Relations Manager Lori Marble
Phone 417.621.6504
E-mail lori.marble@modot.mo.gov
3901 E. 32nd Street
Joplin, MO 64804

Route 249 Slide Repairs Begin

by Wendy Brunner-Lewis

Work began in mid-December to repair the numerous slides on Jasper County Route 249, also known as the Range Line bypass.

The highway was built on a reclaimed mining area. In fact, tons of grout was used to fill in and stabilize voids in old mine shafts during road construction. The slides are not because of the mine shafts, but because water is pooling on top of a bed of shale. Once shale gets wet, it becomes clay-like and doesn’t let water drain, causing the ground to eventually slip.

The first order of business for CE Contracting of Ste. Genevieve was to install a longitudinal drain that’s placed in the ground at the level of the super-saturated clay—in some places 14 feet deep. By mid-January, crews installed outlet pipes off the drain, removed the areas that slid and stabilized the backslope.

“Once this phase is complete, we’ll have rebuilt close to 4,000 feet of backslope and installed a drain/outlet system the same length at a depth averaging 16 feet,” Resident Engineer

Steve Campbell said. “We’ll also have drained and filled two mine features.”

Phase two will repair other slides along Route 249.

The \$1.3 million contract will be finished by September 2011.



D8

Springfield Area

Greater Teamwork, Safer Workplace

by Bob Edwards

“Teamwork.” That’s how District Safety and Health Manager Gary McLarry explains District 8’s going 24 consecutive months through December 2010 with no work injuries serious enough to miss time on the job.

“Employees are looking out for each other, helping each other, paying attention to each other – just like a family does,” he said.

District 8’s most recent No Lost Time accomplishment began in January 2009, three months after one employee sustained a serious injury that has kept him from returning to work. In 2005-2006, the district spanned 18 months with no lost workdays.

Other districts also have had impressive stretches with no lost workdays since tracking began in 2003. Examples:

District 2 went 28 months (March 2008 – June 2010), District 3 went 25 months (December 2008 – December 2010) and District 5 went 24 months (February 2007 – January 2009).

District Engineer Kirk Juranas urged employees to re-commit to following all MoDOT safety rules in a late 2008 initiative called “Safety is Everyone’s Job.” The program listed specific policies and procedures to “keep employees safe and ensure productivity” but with-

out sacrificing safety for productivity. Often, he said, accidents happen when people get in too big a hurry.

The stepped up safety effort generated more environmental inspections, quicker equipment repairs, more timely training for employees and improved planning for work that requires long shifts, McLarry said. Employees every day are inspecting equipment, and they have gotten better at avoiding slips and falls, handling heavy materials and using protective gear.

Juranas wants to make sure all employees return home as healthy as when they went to work. One way to do that, he said, is for employees to pay attention to what each is doing on the job and be willing to help or warn a co-worker against an unsafe action.

“A buddy system is important as our reality check,” Juranas said.

Even with two long stretches with no lost workdays, employees carry memories of the four co-workers who died in job-related accidents in the district in the last 10 years, McLarry said.

But he added, “Every time something struck the heart of the district, we recovered and we got stronger. ... We’ve tried to learn and get better from those negative situations.

Striping Worker Retires

by Angela Eden

Striping Maintenance Worker Gary Boyd

Service: 5 years (Hired April 1, 1996)

Career: Seasonal worker, Striping Crew; Signing Crew and Springfield Maintenance, 1996-2009; maintenance worker, Striping Crew, 2009-2011

Memorable accomplishment: Helping with pavement striping for the Route 125 widening at Route 60 at Rogersville and National Avenue/Route 60 Diverging Diamond Interchange and the Glenstone Avenue/Route H/I-44



Boyd

interchange, both in Springfield

Favorite duties: Traveling around the district on the Striping and Signing crews

Quote: “I love painting equipment and the roads. I love being out.”

Post-MoDOT plans: Spending more time with grandkids; helping church

Also retiring: Nebo Senior Maintenance Worker Leo Admire and Hartville Senior Maintenance Worker Tom Henderson

for more info

Community Relations Manager
Phone
E-mail

3025 E. Kearney
P.O. Box 868
Springfield, MO 65801

Bob Edwards
417.895.7713
robert.edwards@modot.mo.gov



1



2



3



4

Bob Edwards

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D8 at Work

1. Marshfield Maintenance Crew Leader Wes Hawkins, one of many who worked Christmas Eve to handle a sleet storm, finishes an I-44 run.

2. Intermediate Equipment Technician Jeff Smith in the District Garage replaces a transmission line as part of a hydraulic pump replacement job to get a Springfield Maintenance truck back on the road after a Jan. 10-11 snowstorm.

3. Sunshine Senior Maintenance Worker Randy Patterson, left, and Maintenance Crew Leader Ron Plaster confer at a shift change during the Jan. 10-11 snow.

4. Senior Facility Operations Specialist Charles Armstrong, left, and Sign Crew Senior Maintenance Worker Dean Hudspeth, working with the Building Crew, make plumbing and other repairs and ADA modifications to the employee break room in the District Office.

*“Talkin’ Transportation”
Call-In Radio Show*

*KWTO 560 AM, Springfield
10-10:50 a.m. Wednesdays
radiospringfield.com*

D9

South Central

District 9 Celebrates a Successful Year

District 9 achieved a lot in 2010, with contributions from each employee. Some of our greatest accomplishments of the past year include:

Increasing the Safety of Our Transportation System

The South Central District reduced fatalities by 20 percent on its roadways in 2010. This reduction was achieved through new educational programs targeted to elementary and middle school students, the addition of rumble strips and paved shoulders to roadways throughout the district, and a continued emphasis on law enforcement. In total, D9 constructed 14 miles of paved shoulders in 2010 and added 52 miles of rumble strips.

Getting the Best Value for Every Dollar Spent

We've improved our efficiencies in beet juice applications, fleet maintenance and repair, signage inventory and more to make the most of our resources.

D9 has also scanned over 13,000 deeds into the Right of Way acquisition database to reduce research time, and conveyed 62 excess land parcels, resulting in over \$248,000 in additional D9 revenue.

Improving Minor Roads and Bridges

Improving our minor roads and bridges has been a major focus in District 9, and will continue to be a focus. To improve these routes, D9 has accelerated our chip seal program, begun spot-

chipping low volume routes as part of preventative maintenance, and programmed over \$7.5 million in contract overlays on minor roads using savings from Statewide Operations.

We have implemented a 5-year Management Plan, which projects more than 80 percent of our minor routes being in good condition within 5 years.

Our focused efforts on bridge repair and maintenance have improved district bridge conditions for the 5th year in a row.

Using Partnership and Teamwork to Deliver Transportation Services

Partnership and teamwork are key to achieving great results in D9. In 2010, we continued these efforts by partnering with our cities and counties on striping labor and materials, Flashing Yellow Arrow signal implementations, county road inventories, sidewalk and bike path projects, lane relocations and road ownership transfers.

D9 partnered with its sister districts to provide training on the Mobile Emergency Response Operation Center, complete project inspections and right-of-way plans.

Within the district, employees coordinated efforts to complete mowing on time, and improved communication processes and procedures between the district Emergency Operations Center and Field personnel.

Providing Innovative Solutions

District 9 continued its use of innovative solutions in 2010 through increased use of innovative products and technologies. This includes beet juice, tow plows, and roadway weather information systems to combat winter weather.

The South Central district also piloted a Snow Academy project that gave employees applicable, hands-on training on the actual roads they work during winter events, and a fitness center in the district office. Both of these pilot programs have been very successful and rated highly by participants.

Providing Outstanding Customer Service

District 9 staff strove for excellence in 2010 and received the National Excellence in Concrete Pavement Award from the American Concrete Paving Association for 9 miles of unbounded overlay on Route 44 in Phelps County.

We also acquired right of way for STIP projects in Crawford and Carter counties with a 100 percent settlement rate, and without the need for condemnation proceedings and completed survey work for more than 130 customer requests.

Continuously Improving Our Communication

District communication efforts are continuously improving and 2010 was no different. The year saw the implementation of District Engineer Town Hall meetings, the expansion of communications into social media and audio, and the implementation of a D9 Supplement Tracker Measure to break items down by division and superintendent to enhance our understanding.

Being Environmentally and Socially Responsible

The South Central District worked hard to ensure we continue to be environmentally and socially responsible. We successfully certified our "Traffic Con-

trol for First Responders" course with the Missouri Division of Fire Safety, and updated and implemented spill prevention, control and countermeasure plans for all district maintenance buildings.

District 9 also continued to successfully add Adopt-a-Highway miles while removing inactive adopters and increased our promotion of Adopt-a-Highway Program.

Opened Route 60 to Four Lanes of Traffic Across Missouri

District 9 celebrated the completion of the four-lane expansion of the Route 60 corridor across Missouri in 2010. The completion of the corridor provides a safe and efficient means of travel for the public, while providing positive economic benefit to communities along the way. The completion of this expansion also honors our commitment to see this project through.



Completed the Beeler Creek Bridge Redecking

This project to redeck the bridge over Beeler Creek, was originally designed to require median crossovers and close a portion of eastbound Route 60, and use two-way traffic. A redesign under a Value Engineering Agreement with the contractor resulted in uninterrupted traffic flow, and increased safety. The project had no reported accidents or complaints and impacted 50 percent less of the traveling public than the original design. In addition, the work zone was shorter, construction time reduced, the speed limit was impacted very minimally and over \$28,000 in taxpayer dollars were saved.

Jim Fiske Recognized by Commission for Heroic Actions

14

District 9 Intermediate Maintenance Worker Jim Fiske was recognized with a Meritorious Safety Award at the Missouri Highway and Transportation Commission meeting on Jan. 12. This award is presented to employees or members of the public for their actions during an emergency or life-threatening event.

The morning of Sept. 22, 2010 was a wet one. The conditions were foggy with extremely heavy rainfall. Jim was transporting seven inmates assigned to complete work on some landscape beds when the accident occurred.

As he was traveling westbound on Interstate 44, the fog parted to reveal

vehicles stopped on the roadway. Jim was unable to stop and his van slid in the slick conditions towards the parked vehicles. Luckily, he was able to slide his van between two parked trucks.

Altogether, there were 14 vehicles involved in the accident, blocking all of the westbound lanes of Interstate 44. After ensuring that everyone in his vehicle was okay, Jim tried calling 911 several times, but the line was busy.

Then Jim recognized that one of the other vehicles involved in the crash was on fire and the driver was still inside. He immediately sprang into action, grabbing his fire extinguisher and putting the fire out. Next, he worked

with the inmates to pull the driver out through the window of his vehicle because the doors wouldn't open. As they were pulling the driver out, the truck began burning again. Jim tried to put the fire out, but was unsuccessful. He worked to direct nearby vehicles away from the burning truck and tried once again to put the fire out. This time, he was successful.

Capt. Kenley, Commanding Officer of Troop I, believes Jim displayed true heroism that day. "Mr. Fiske's quick actions lessened the severity of the incident and quite possibly saved the life of the other motorist. These types of employees are what make Missouri's public safety system one of the best in the nation," said Kenley.

for more info

Community Relations Manager
Phone
E-mail

910 Old Springfield Road
P.O. Box 220
Willow Springs, MO 65793

Christi Turkleson
417.469.6203
christina.turkleson@modot.mo.gov



Jim Fiske accepts the Meritorious Safety Award plaque from Director Kevin Keith.

Cathy Morrison

D10

Southeast

Kevin Keith Makes Second D10 Visit as Director

MoDOT Director Kevin Keith made his second stop in District 10 this January, since named director last November. Keith was greeted by over 50 guests at a reception hosted by the Cape Girardeau Chamber of Commerce.

The next morning, area dignitaries and business leaders joined Keith at the First Friday Coffee. During the meeting, he discussed MoDOT's five-year direction and the future of transportation in Southeast Missouri.

Keith began by describing MoDOT's customer satisfaction and trust ratings, the reduction in fatalities, and projects such as four-laning Route 60.

"Those are the type of good news stories and events we like to talk about and quite frankly that you want," he

said. "But we're about done."

MoDOT's construction program has been cut from approximately \$1.3 billion to around \$500 to \$600 million.

"We are going to try to use the money we have to the very best of our ability to take care of the roads and bridges we have in the state and keep our citizens safe," said Keith.

To do this, MoDOT will go back to the basics and focus on five key areas. MoDOT will honor commitments in the Statewide Transportation Improvement Program, maintain major roads, improve bridges and minor roads, and continue to provide outstanding customer service.

To watch Keith's entire address, please visit: <http://www.youtube.com/watch?v=VHaXPM37ST8>



Keith took time to meet with local media and was featured in the Southeast Missourian's "Talking Shop" column. In the Q&A, he shares one of his first engineering experiences. As a kid with an interest in bridges, Keith decided to build a dam across the creek in his subdivision, which resulted in five feet of water over the road. To read the complete Q&A, visit: <http://www.semissourian.com/story/1693792.html>.

Fruitland Rest Area Conversion Let Us Know What You Think!

In the Southeast District, MoDOT is looking at converting both the Fruitland rest areas into truck parking facilities with vaulted restrooms only.

By building new Welcome Centers and converting outdated facilities, MoDOT hopes to reduce the current practice of parking on ramps, thereby resulting in a safer driving experience.

"Outdated facilities, the cost of upkeep and cleaning of the facilities and limited truck parking are three major reasons to convert this location," said Project Manager Eric Krapf.

Please let us know what you think at: http://www.modot.org/southeast/news_and_information/public_meetings/FruitlandRestAreas_Jan2011.htm.



With private businesses now providing travelers with restroom facilities and better built vehicles, the need for rest areas is no longer as critical. MoDOT has been converting some sites to meet the growing demand for commercial vehicle parking.

for more info

Community Relations Manager Nicole Thieret
Phone 573.472.6632
E-mail nicole.thieret@modot.mo.gov

2675 N. Main Street
P.O. Box 160
Sikeston, MO 63801

D10 Innovations Challenge Winners

Changes may have been made to this year's Innovations Challenge, formerly called the Tool and Equipment Challenge. But one thing remains constant. D10 crews continue to find ways to do

D10 showcase winners have been submitted to Central Office and approval to the statewide showcase is pending.

"I want to thank everyone for their participation in this year's showcase,"

said Schumer. "I also want to encourage everyone to start preparing for next year as soon as possible."

He added that in addition to the Innovations Challenge, employees with ideas for innovations may also submit them to Solutions at Work throughout the year.

Videos of the winning innovations from D10's showcase are available online at: <http://wwwwi/intranet/d10/Innovations2010-2011.htm>.



Before the invention of the adjustable striping wheel, the wheel would be positioned within the rumble strip during striping. This created a bumpy ride for the paint gun and put extra stress on the machinery.

their jobs better, faster, cheaper and more safely.

"Each year, it is great to see the innovative ideas our crews develop," said Lawrence Schumer, Maintenance Superintendent and D10 showcase judge. "Plus, even though it is a competition, the crews still demonstrate great teamwork."

Schumer explained that during the challenge, participants are happy to share their ideas with co-workers in D10 and statewide.

D10 Innovations Challenge Showcase winners include:

- Adjustable Striping Wheel
- Channel Driver
- Overhead Hydraulic Crane
- Pivoting Sign
- Rear Sign Mount
- Stop Sign and County Road Sign Process



Senior Maintenance Worker Todd McGregor describes the ease of using the hydraulic overhead crane to lift the hydraulic post driver.

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

Community Relations
Missouri Department of Transportation
P. O. Box 270
Jefferson City, MO 65102
573.751.2840
www.modot.org
1-888 ASK MODOT

Editor
Laura Holloway

Design Coordinator
Dennis Forbis

Comments & Suggestions

We would like to hear from you. Send comments and suggestions to Laura Holloway, editor
573.751.5985
Laura.Holloway@modot.mo.gov

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Missouri Department of Transportation
Community Relations
105 W. Capitol Avenue
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Commission Gives Green Light to Red-Light Camera Policy

by Sally Oxenhandler

The Missouri Highways and Transportation Commission adopted a policy on Jan. 12 to help ensure cameras used to ticket red-light runners are used fairly and consistently. After reports of inconsistencies, MoDOT in October suspended the installation of any new cameras while it reviewed how they were being used.

“The policy provides better guidance on how the cameras can be used and more oversight to make sure the cameras are used to increase safety and prevent injuries and death,” said Director Kevin Keith. “It was developed with input

from law enforcement agencies, cities, counties and vendors.”

The new policy includes conditions for installation and calls for greater oversight:

- Only a certified law enforcement officer can determine violations;
- Before they can issue citations, local entities must conduct a public awareness campaign; and
- Signs must be posted in advance noting cameras are monitoring the intersection.

The policy also addresses cameras used to catch speeders. Under the guidelines,

automated speed enforcement cameras can only be used on state highways in school, work and Travel Safe zones (a Travel Safe zone is a designated area where extra precaution is necessary due to the stretch of highway experiencing a higher number of crashes than similar highways). The more stringent oversight rules that apply to the red-light cameras are also in effect for the speed-enforcement cameras.

MoDOT is working with local municipalities that have existing cameras to bring them into compliance.

“When used properly, we believe automated enforcement is a good tool for keeping motorists safe,” Keith said.

MoDOT traffic studies show there is a 45 percent reduction in right angle crashes causing fatalities and serious injuries at intersections using red-light cameras. However, there is a slight -14 percent - increase in collisions causing no injuries or only minor injuries. Research also shows fewer people run red lights at both monitored and non-monitored intersections in areas with cameras.

Meritorious Safety Awards

The following employees earned the Meritorious Safety Award for 2010. They were honored by the Missouri Highways and Transportation Commission and Director Kevin Keith at the Jan. 12 Commission meeting.

On Dec. 24, 2009, David Rainey in District 10 happened upon the scene of a one-vehicle incident after working hours. A passenger vehicle was partially submerged in a rain-swollen, swiftly moving creek. Rainey stopped, exited his vehicle and then waded into the rushing water to assist the female driver, who was trapped in the vehicle. He had her hand and tried to pull her to safety, but was unable to do so. The car then became fully submerged. When the vehicle was recovered later that day, the driver's body was not inside.

Sean Unglesbee and Mike Ryan in District 3 were checking flooded roadways on U.S. 36 near Route H on June 20, 2010, when they happened upon a stranded vehicle that was trapped

in the flood waters with the occupant sitting atop the vehicle. Unglesbee and Ryan were able to rescue the motorist by wading into the water by means of a safety rope.

During lunch break at the Melville Project Office on Sept. 24, 2010, employees were alerted that a co-worker was choking. A fellow employee was the first to respond and performed several abdominal thrusts on the choking employee but was unable to clear the airway of the victim. The employee called for assistance, and that's when Collin Quinlivan took over. He performed a few additional abdominal thrusts and dislodged the food from the choking employee's airway.

On Sept. 22, 2010, during heavy rainfall, Jim Fiske in D9 was traveling West on I-44 in Phelps County. He was transporting seven inmates when he was involved in a traffic crash involving multiple vehicles. After checking to see that the inmates were uninjured,



MHTC Chairman Rudy Farber (left) and Director Kevin Keith (right), along with MHTC Commissioners (back row) honored Collin Quinlivan, Jim Fiske, Sean Unglesbee and Mike Ryan on Jan. 12. Not pictured is David Rainey.

Fiske exited his vehicle to check on the other motorists involved in the incident. Emergency Services arrived on the scene and informed Fiske that there was a vehicle on fire and they needed assistance removing the driver. He

grabbed his fire extinguisher and put out the flames and then assisted with getting the injured driver removed from the smoldering vehicle. Read more about Fiske's story on the District 9 page (page 14).

Cathy Morrison